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ESTABLISHED 1857.

No. 17,257.

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日五十二月七年丑癸

HONGKONG, TUESDAY, AUGUST 26TH, 1913.

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Hongkong, 9th June, 1913. [782]



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Hongkong, 24th April, 1913. [609]

SIEN TING.

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Hongkong, 21st March, 1913. [480]

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WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 " "
10.00 " " 11.00 " "	" " 15 " "
11.00 " " 12.45 p.m.	" " 15 " "
12.45 p.m. " 1.15 " "	" " 10 " "
1.15 " " 1.45 " "	" " 15 " "
1.45 " " 2.15 " "	" " 10 " "
2.15 " " 5.00 " "	" " 15 " "
5.00 " " 8.10 " "	" " 10 " "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.
Every Half-Hour.	
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8.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 " "
11.45 " " 12.00 noon " "	" " 15 " "
12.00 noon " 1.00 p.m. " "	" " 15 " "
1.00 p.m. " 5.00 " "	" " 10 " "
5.00 " " 6.00 " "	" " 15 " "
6.00 " " 7.00 " "	" " 10 " "
7.00 " " 8.10 " "	" " 10 " "
NIGHT CARS on Week Days.	
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TIME TABLE TO APRIL 30TH, 1914.

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Wireless Telegraph) as follows:

NORTH BOUND.

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\$ 40.00	Dairen (S.M.R. Train)	Lv.	3.20 p.m.	Mon.	Wed.	Fri.
Y 14.95	Mukden	Ar.	11.25 "	"	"	"
Y 11.50	Changchun	Lv.	1.30 "	"	"	"
R 9.00	Harbin (Russian Train)	Lv.	6.50 a.m.	Tues.	Thurs.	Sun.
	Harbin	Ar.	8.00 "	"	"	"
		Ar.	2.00 p.m.	"	"	"

Connecting at Harbin with { State Express from Moscow } Wagon-Lits for St. Petersburg }

SOUTH BOUND.

	Harbin (Russian Train)	Lv.	10 a.m.	Mon.	Wed.	Fri.
R 9.00	Changchun (S.M.R. Train)	Ar.	6.30 "	"	"	"
Y 11.50	Mukden	Lv.	7.00 "	"	"	"
Y 14.95	Dairen	Ar.	1.50 p.m.	"	"	"
Y 40.00	Shanghai (Steamer)	Lv.	10.20 "	"	Thurs.	Sat.
		Ar.	Noon	"	Sat.	Mon.
		Ar.	Forenoon	"	"	"

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday
and connects with the Wagon-Lits service on the Trans-Siberian Railway, is a new Turbine
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Second-Class, and 64 Third-Class. First voyage from Shanghai, August 18th.
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nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
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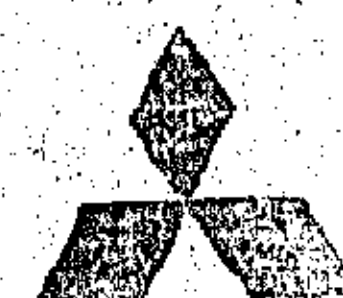
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SOUTH MANCHURIA RAILWAY CO., DAIREN. [291]



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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
Docks { No. 1	510 ft.	77 ft.	30 ft.
{ No. 2	350 ft.	53 ft.	24 ft.
{ No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
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Lifting Power.	460 Feet.	530 Feet.
Max. Length of Ship taken in.	56 "	66 "
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The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913. [720]

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Delightfully situated right close to the typical natural park of Nara, an ancient Capital of Old Japan.
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QUIET SUMMER RESORT.

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Absolutely dependable in its results.

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MACAO HOTEL

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Telegraphic Address: "FARMER, MACAO."
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WM. FARMER, Proprietor.
1st January, 1913. [742]

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Canton Marbles in Various Shades.
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Hongkong, 16th April, 1913. [544]

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An invaluable and most effective remedy. Immediately allays the irritation.

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LAVENDER TALCUM POWDER

An invaluable Toilet and Nursery requisite, soothing to the most sensitive skin and a useful adjunct of our well-known Lavender Water.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

[22]

BIRTHS.

AUSTIN.—On 25th August, at "Hartley," 7, Babington Path, Hongkong, to Mr. and Mrs. FRANK AUSTIN, a son.

BAYLIS.—On August 17th, at Shanghai, to Mr. and Mrs. FRANK BAYLIS, a daughter.

GATJEN.—On August 17th, at the German Consulate General, Shanghai, the wife of HERMANN GATJEN, of a son.

JAMES.—At Kowloon, on the 24th instant, the wife of Captain C. A. JAMES, 130th Baluchistan Infantry, of a son.

[1005]

DEATHS.

CAVANAGH.—On August 19th, at Shanghai, BRINE CAVANAGH, Customs service, a native of Gintinderra, Australia, aged 44 years.

LIVESLEY.—On August 20th, at Shanghai, FREDERICK CYRIL, the beloved child of Mr. and Mrs. LIVESLEY, aged 27 months.

PREST.—On August 20th, at Shanghai, CHARLES PREST, of the B.A. T. Co., aged 46 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 26TH, 1913

There has been some adverse criticism of officials of the Red Cross Society in Shanghai for negotiating conditions on which the rebels should surrender the Woosung forts, and it has transpired that President YUAN SHIH-KAI, in a communication to the Board of Military Affairs, states emphatically that the rebels had no right whatever to demand terms of surrender, and that there was no excuse whatever for granting terms. We are inclined to regard this implied reprimand of the Red Cross Society officials for their intervention as not altogether undeserved. That they were animated purely by humanitarian motives is fully admitted; they believed that if they could negotiate a surrender it would avert the sacrifice of hundreds of lives and the destruction of a great amount of property, and so it is pleaded that though the officials in undertaking the negotiations committed "a technical irregularity," yet since it is the mission of the Red Cross Society to save life, the end must be held to justify the means. But is it not questionable whether this end is likely to be achieved by any such means? "He who fights and runs away, lives to fight another day" is an adage

which is well exemplified in the present case. The men who surrendered at Woosung on conditions are now said to be fighting in the neighbourhood of Nanking. Had the rebels being forced to an unconditional surrender, it is not improbable that the end of the disturbance in the Yangtze would have been already reached. They were being besieged and were so short of ammunition and supplies that their surrender was inevitable, and it should have been left to the commander of the rebels to conduct his own negotiations with his adversary under the protection of the white flag. It was not a case for conditional surrender, and we can well understand the chagrin of the President when he learnt that the rebels at Woosung had capitulated to the loyalists on terms. The publication of the President's views, at least, absolves him from the charge of weakness which the nature of the capitulation suggested, and shows that he is not the least inclined to temporise or compromise. A special article in *The Times*, just a month ago, on the subject of the revolt in China contained these words: "If YUAN has the courage of his convictions and overcomes the tendency to compromise which always appeals powerfully to the mandarin mind at a dangerous crisis, if he can persuade his colleagues and supporters at Peking and in the Provinces to unite in a determined policy for the suppression of this insurrection, the present crisis may well prove beneficial to China's best interests, leading to the restoration of law and order and to recognition of the Central Government's traditional authority in the Provinces. . . . But if, from choice or necessity, YUAN should be led to yield to the demands of the Cantonese party, China will stand confronted by the prospect of ceaseless internal strife, of independent Provinces warring among themselves, of trade and industry paralysed by chronic misgovernment, of chaotic finances, and eventual disruption." In that view there will be wide concurrence among those who appreciate the gravity of the situation. While the humanitarian motives by which the foreign officers of the Red Cross Society were prompted to intervene can be fully appreciated, we share the view that their intervention was a mistake. But things happen in China which could not occur elsewhere. Nowhere else in the world would a Red Cross Society be allowed to conduct negotiations for a surrender of forts, and in a country like China it is of the utmost importance that the Society should strictly confine itself to the work which has given to its flag an almost sacred significance. When it exceeds its proper functions by undertaking negotiations for the surrender of forts on the basis of an amnesty for the rebel commander and pay for his troops, there is grave danger of creating an impression of political bias, and of the Society suffering a loss of that respect and regard for its proper functions which it universally enjoys.

A Chinese shop-keeper reports that by means of the confidence trick he has been robbed of 20 rolls of silk, valued at \$475.

There were only five cases of bubonic plague for the whole of last week, but even have been reported since Saturday noon.

Whilst working in one of the Kowloon godowns, a Chinese fell off a plank, striking his head with such severity that he died shortly afterwards.

A fatal accident occurred at Shaikwan during the week-end, a heavy stone falling upon a Chinese who was employed cutting stones in the quarry and killing him.

The master of a licensed junk states that while his junk was lying alongside Shamshingpo launch ferry the steam launch *Yan Ning* collided with it and sank it. No lives were lost.

Damage to the extent of \$50 was caused by a small fire at a house occupied by a widow at Mong Kok Tsui. The outbreak is supposed to have been caused by some smouldering ashes in the kitchen.

The police have been notified by the owner of a trading junk that while lying alongside the s.s. *Derwent* the steam launch *Yan Ning* ran into the boat and damaged it to the extent of \$150.

A charge has been made by the firm of Messrs. Carlowitz & Co., at Shanghai, against their comrade, Uong Tsz Ngan, aged 33, of having embezzled \$10,000 during the months of May and June.

Two deaths from the heat wave occurred at Shanghai last week, one being Mr. P. A. Beart, aged 46, on the staff of the *China Republic*; the other Private Herbert, R.M.L.I., serving on H.M.S. *Newcastle*.

Fourteen cases of cholera were reported in the Colony last week, nine being fatal. All were Chinese cases. There were also two cases of diphtheria (one British and one Chinese); and six cases of enteric fever—two British and four Chinese. One of the British cases was imported.

A promenade concert was held in the Botanic Gardens last night, the music being supplied by the band of the D.C.L.I. H.E. the Officer Administering the Government (the Hon. Mr. Claude Severn) and H.E. Major-General Kelly, C.B., were present. The grounds were illuminated by a large number of red lanterns. There was a fairly good attendance of the general public.

A correspondent writing from Hotsinhsien, Shansi province, on the 5th inst., to the *N.Y. Daily News* says:—"It is rather remarkable that this district, which usually abounds with rumours of trouble elsewhere, knows nothing as yet of the revolution in the south. Things generally appear quiet at present. The old-fashioned troops which garrison the various cities where trouble occurred a year ago are having an easy time, not even a daily drill to enervate on their leisure. Various robber leaders who appear to be well-known and quite intimate with the villagers are reported to have nothing special on hand just at present. Such are the anomalies of China inland."

THE "EMPIRE" IN THE TYPHOON.

The Eastern and Australian Steamship Company's steamer *Empire* (Captain Picher), which left Hongkong on the evening of Saturday, the 16th inst., in the expectation of being able to keep out of the track of the typhoon, did not, unfortunately, succeed in doing so. On Sunday morning the ship's barometer fell an inch and a half in an hour, the reading at 7 a.m. being 29.51 and at 8 a.m. 27.03. Happily, throughout the typhoon very little damage was done by the sea, and the Captain attributes this to the ship being hove-to by the port tack, keeping the sea well on the bow. The Captain reports the typhoon to have been phenomenal in many respects. The moon was visible most of the time during the night and the sun during the day. At one time it was impossible to say whether it was raining, as the spray was so thick that the fore deck could not be seen from the bridge. The velocity of the wind at one time was 180 miles an hour and it absolutely flattened the sea.

HONGKONG LAWN BOWLS LEAGUE.

The return match in this competition was played at Happy Valley on Saturday between the Police and Civil Service Clubs. The Police won by 20 points. Rink scores:—

POLICE.		CIVIL SERVICE.	
	Points.		Points.
Cameron	22	Fineher	16
Pitt	21	Bond	15
McHardy	18	Thornhill	20
Total	71	Total	51

On Friday evening, at Talkoo ground, Russell met Pile in the semi-final for the Championship of the Colony. After a good game Russell won by 21 points to 10. Pile scored 4 in the first two heads, Russell scoring 2 in the next, Pile one in the fourth head, which made the score 5-2 in favour of Pile. For the next nine heads Pile did not score, Russell carrying his score to 20 besides which he laid the shot, which would have given him game, but by a lucky shot, aimed to cut Russell out, Pile's bowl took the jack into the ditch and he laid 3. This made the score 20-8 in favour of Russell. At the 13th head, Pile scored 2 more which brought him up to 10, but the next head Russell laid the shot and won the game.

INTERPORT POLO.

SHANGHAI'S KESWICK CUP TEAM.

The *North China Daily News* understands that the following have been chosen to represent Shanghai against Hongkong in the match for the Keswick Cup to be played at Hongkong on September 18:—P. O'Griffin, R. I. Pearson, E. H. McMichael and V. Davis.

DR. SUN AND YUAN SHIH-KAI.

Dr. Sun Yat-sen, in a message to the *Christian Science Monitor*, states:—"The present war in China will cease as soon as Yuan Shih-kai retires from the Presidency, which he has disgraced. I cannot bear to see my life-work destroyed and the despotism of the Manchus replaced by Yuan Shih-kai, and I will fight the people's righteous cause, which, notwithstanding great odds, must ultimately triumph. I earnestly appeal to all desiring peace and an early cessation of a long, sanguinary conflict, entailing much misery, to cease further financial assistance to Yuan Shih-kai."

THE HEAD OF AN ENGLISHMAN.

MYSTERIOUS AFFAIR IN YUNNAN.

TALPE, August 14th. Word has just been received here that the head of an Englishman has recently been brought into Weibsting, probably from the Burma frontier. An attempt has been made to hush the matter up, but the French missionaries are insisting on an investigation.—*Reuter*.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN THE BALKANS.

TURKS DEFEAT BULGARIANS.

LONDON, August 25th. It is officially announced in Constantinople that the Bulgarians have attacked the Turkish advance post at Ortakuey, but were repulsed after a sharp engagement. The Turks captured a Colonel and 123 soldiers.

GREEK RESERVISTS DISMISSED.

Seven classes of Greek Reservists have been dismissed the Colours.

RESISTANCE IN ALBANIA.

The Albanian town of Delvino has organised a Committee of Defence and has resolved to resist incorporation into the State of Albania.

ROYAL ENTRY INTO BELGRADE.

The Serbian Crown Prince made a ceremonious entry at the head of 10,000 troops into Belgrade. The city was decorated with flags and trophies and guns captured from the Turks and Bulgarians.

TURKEY AND THE POWERS.

Owing to the firm attitude of the Powers in regard to Adrianople the Porte is beginning to realise that a direct understanding with Bulgaria offers the best chance of an exit from the present impasse. The negotiations will consequently be resumed with the Bulgarian agent at Constantinople.

It is understood that the Porte are unwavering on the question of Adrianople, but are prepared to make other concessions.

The proposal for a direct Turco-Bulgarian understanding meets with encouragement in certain diplomatic quarters, but is opposed in others.

RE-CONSTRUCTING THE GREEK ARMY.

Greece has already begun the work of re-arming. The general staff will be re-constructed, and the number of Divisions of the Army will be increased by twelve. War material will be renewed without delay, and the new frontiers will be carefully fortified, while the Navy will be strengthened by new ships, a large arsenal, and coastal fortifications.

THE END OF THE CRISIS.

NOTABLE SPEECH BY FRENCH FOREIGN MINISTER.

PARIS, August 25th. M. Pichon, speaking in the Department of Jura, said:—"Everything leads us to the belief that we are reaching the end of the crisis which has so often caused danger of war between the great Powers, and now the need is universally felt for assured peace. The concerted action of Europe has ended in an unsatisfactory sort of settlement, but it has sufficed, since it has restored peace and has not granted an excessive advantage to the one side or crushed the other." M. Pichon, catalogued the services of the Triple Entente in the work of peace.

AMERICAN TROOPS FOR MEXICAN FRONTIER.

WASHINGTON, August 25th.

It has been decided to increase the 11,000 troops on the Mexican border by 14,000 to facilitate the prevention of contraband and Mexican incursions. In case of necessity the troops will form a unit of an expeditionary force.

BRITISH MILITARY MISSION.

CORDIALLY RECEIVED IN FRANCE.

LONDON, August 25th. The British Military Mission, headed by Field-Marshal Sir John French, and including General Grierson, visited the camp at Chalons, following Combined Infantry and Cavalry manoeuvres. They were received with the utmost cordiality.

EMIGRATION FROM IRELAND.

LONDON, August 25th. The Allan liner *Scandinavian* is taking nearly 200 emigrants from the Londonderry district to Canada. The Liverpool manager of the Allan Line says this is one of the biggest emigration years ever known.

[THROUGH REUTER'S AGENCY.]

BLACK PUGILIST ON THE ENGLISH STAGE.

A HUGE SALARY.

LONDON, August 25th.

Considerable hostility has been aroused by the announcement that Jack Johnson appears to-night (Monday) in two London music-halls at a salary of \$1,000 a week. The managers of the halls have up to the present not yielded to the pressure brought to bear upon them to cancel the engagement.

Johnson, his white wife, and a party of pugilists motored from Folkestone to London.

BRITISH WATERPLANE RACE.

LONDON, August 25th.

Favoured with the calmest of weather, Mr. Hawker left Southampton on a second attempt to circle Great Britain by waterplane for the *Daily Mail* prize of £5,000. He soon reached Ramsgate, where great crowds assembled, and proceeded to Yarmouth at very high speed.

HYDROPLANE FATALITY.

PARIS, August 25th.

During a hydroplane race in Paris M. Deuville, the aviator, and M. Montalent, a passenger, were killed.

ALARM IN ULSTER.

MANUFACTURERS ENQUIRING FOR SITES IN ENGLAND.

LONDON, August 25th.

Several big Ulster firms are enquiring for sites in England in the event of the Home Rule Bill becoming law, following the example of Messrs. Guinness, who have secured a hundred acres at Salford, and Messrs. Jacob, the biscuit-makers, who have obtained premises in Liverpool.

AUSTRIAN EMPEROR'S GUEST.

VIENNA, August 25th.

M. Caneva, the late Italian Commander at Tripoli, has arrived at Ischl as the guest of the Emperor. He will follow the Austrian manoeuvres.

MEDITERRANEAN FLEET WELCOMED.

LONDON, August 25th.

The British Mediterranean Fleet, which is now at Oran, Algeria, was accorded an elaborate welcome. General Druce asked Admiral Sir Berkeley Milne to prolong his stay for 48 hours.

SUPREME COURT.

Monday, August 25th.

IN SUMMARY JURISDICTION.

BEFORE THE JUSTICE (MR. J. H. KEMP).

DEFENDANTS MISSING.

The case was called in which Luk Ping is suing the Wing Shing Loong firm to recover the sum of \$144.31, balance due for goods sold and delivered. Defendants filed a counterclaim in which they sought to recover \$80.44 due for money lent.

Mr. P. W. Goldring (of Messrs. Goldring & Russ) appeared for the plaintiff, and Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) was the solicitor for the defendants.

His Lordship asked, when the case was called on, if the defendants were not appearing.

Mr. Goldring—No. Apparently they have absconded and abandoned their counterclaim, which was for balance of money lent.

Plaintiff was put in the witness-box and proved the claim, and his Lordship entered judgment on his behalf on the claim and counterclaim.

BRITISH COTTON GOODS IN THE PHILIPPINES.

In the House of Commons on July 25th, in reply to a question by Sir John Randles, Mr. John Robertson said that the value of the exports of cotton yarn and manufactures from the United Kingdom to the Philippine Islands in 1907 was £260,000, and in 1912 £443,000, whilst the exports from the United States of America in the years ended June 30th, 1907 and 1912, were valued at £260 and \$276,000 respectively. Preference to United States manufacturers only took effect in October, 1909, and resulted in an immediate and considerable expansion in the exports of cotton goods from one country to the other, whilst exports from the United Kingdom have shown some tendency to decline.

THE MAGISTRACY.

FAN-TAN AT YAU MATI.

Before Mr. F. A. Hazeland yesterday, Inspector Gerrard charged a Chinese with playing fan-tan at the New Market, Yau mati. The officer told his Worship that it was most difficult to catch these men. Defendant was fined \$3.

AN "UNEMPLOYED BEGGAR."

Mr. Green, of the Forestry Department, prosecuted a dirty-looking Chinese for cutting grass on a Government plantation. The man stated that he was an "unemployed beggar," and lived in the Temple of the God of Heaven. Mr. Green said that this man was one of the rabble which was living in the Temple. They were a nuisance to the district. The man was fined \$2.

LOOTERS HEAVILY PUNISHED.

Two Chinese were charged with having in their possession nine gold watches, a metal watch, and two metal chains, to the value of \$300. The men were caught coming off the *Houm*, which had just arrived in the Harbour from Canton, and Acting-Inspector Grant told the Magistrate that probably they were soldiers from Canton, and had looted the articles. Defendants were fined \$100, or in default three months' hard labour.

CUTTING SHRUBS ON GOVERNMENT LAND.

A woman who was charged with cutting shrubs of Government land called her husband as a witness on her behalf. After giving evidence this man admitted that he had been convicted on two previous occasions. The woman denied having been fined before, but three previous convictions were recorded, and the Magistrate (Mr. C. D. Melbourne) said that apparently the fines were not heavy enough for her to remember. She would be fined \$5 this time.

VAGRANCY.

George Hourigan, a seaman, was charged by Inspector MacHardy with being a vagrant. The officer said that the defendant had been staying at the Seamen's Institute of late, and had been given old clothes, which he had been in the habit of taking away and pawning. He had been ejected from the Institute. He deserted from his ship, which came from New York. In answer to Mr. Hazeland, the man said he could do any kind of work, and Inspector MacHardy said it was very difficult for him to get work in Hongkong. The man was ordered to be sent to the house of detention.

A DISORDERLY SEAMAN.

Before Mr. Melbourne, Alexander Brown, a seaman on board the *Idaho*, was charged with being drunk and disorderly in Connaught Road and with assaulting P.C. Comfort, an Indian Lance-Sergeant, and Lance-Sergeant Patterson, and further with damaging the latter's uniform. Defendant, when asked to plead, said he admitted being drunk, but denied being disorderly. He could not remember anything about the assaults. The officer should not have put those charges down against a man who had not got his senses. He came ashore on Saturday afternoon, about half-past-six, and went to the Seamen's Institute. He afterwards met some friends—shipmates on the *Idaho*—and naturally had some drink. It was unfair to condemn any man not in his senses. He might be hung. (Laughter.)

P.C. Comfort deposed that the defendant was causing an obstruction and he requested him to go away. The man immediately rushed at witness and knocked him over. Through the timely arrival of an Indian Lance-Sergeant he was able to arrest him. On the way to the Station defendant bit witness's arm and thumb, and kicked the Indian. In the charge-room the man appeared to be quite sensible, and stood quite steadily.

Defendant—It is like this: When a man comes from a ship and has a drop of drink he gets six or seven of these officers round him. If I go into a canteen and drink 14 pints of beer I should think I was drunk. I can prove that by calling my shipmates.

His Worship—Did you get outside 14 pints?

Defendant—Yes, I had 14 if I had one. It is not fair that you should believe these four or five men, who are prepared to swear your life away.

Lance-Sergeant Patterson deposed that the defendant refused to give his name and address at the Station. He butted witness in the stomach with his head, and tore his shoulder strap off. Witness then put him in the cell under observation.

Defendant asked to be allowed to call his shipmates to prove that he was drunk, asking his Worship if that would not be "a bit of difference." The Magistrate told him he could call any witnesses he liked.

Defendant—You can see that most of these men are not speaking the truth. I have travelled this world, and have seen more of the world than they have, and I have a family and everything like that at home which perhaps they haven't got. (Laughter.)

His Worship (to the police)—Do you know anything about him?

Defendant—First appearance in Hongkong, sir.

He was fined \$15 and ordered to pay 50 cents compensation. He then asked to be allowed to go on board the ship to get the money, but Inspector Fenton said the man was too dangerous to be allowed out. Defendant loudly protested that he was not "a lunatic or anything."

His Worship told him that the police would see into the matter, and the man was removed from the Court still talking volubly.

PEKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

PEKING, August 12th.

PAYMENT OF MEMBERS.

Much comment was heard two or three weeks ago on the action of the members of the Senate in voting themselves salaries of \$6,000 per annum. The House of Representatives has just discussed the question of payment of members, and agreed to the more reasonable sum of \$3,600 per annum, though to that has to be added an attendance fee of \$10 per sitting. That is a fairly generous sum for about four months' work, if work it may be called. The Speaker is to receive \$6,000 a year and an entertainment allowance of \$2,000.

POLITICAL.

The new Premier, Hsiung Hsiang, has announced that he will endeavour to carry out a policy of economic development, whatever that may mean. "As poverty is the root of all evils," according to him, he will endeavour to create new enterprises providing the people with work. This sounds all right, and if the Premier has some practical scheme for giving effect to his sentimental aspirations China may yet have cause to honour his name and his policy.

It is thought that the Premier will not be able to carry on the duties of Minister of Finance as well, and it is believed that Liang Shih-yi, who is acting as Finance Minister at present, will continue in that rôle. Dr. Chen Chi-tao and Mr. Chow Tzu-chi, the energetic Governor of Shanghai, are also mentioned in connection with this appointment.

Speculation is rife as to the composition of the new Cabinet. Though party feeling is not so keen at present as it has been, it is doubtful if the Premier will be able to select men as Ministers who will meet with the approval of both Houses. Parliament has been complacent and agreeable on one or two occasions recently, and members may be found in a good mood. But it is always safe to remember that in China one never knows.

THE CONSTITUTION.

I hear that the Constitution Drafting Committee has been fairly amiable, and the proceedings at recent sittings have shown a surprising unanimity on the part of members. But isn't this as it should be in the Temple of Heaven?

AN AUGUST DELUGE.

As I mentioned in my last letter, considerable damage was done by the recent heavy rains. In addition to the big wash-out of the Peking-Hankow Railway, which is not yet repaired, there has been serious damage to the capital and immediate environs, causing so much suffering that the Government has had to grant \$20,000 to relieve the distress.

ACROSS AFRICA.

To cross Africa from ocean to ocean with no more trouble than is involved in changing from train to steamer and from steamer to train at various points on the journey cannot yet be accomplished, but in a few months' time the missing links in the existing services will be completed, and from the west coast it will be possible to travel direct to Zanzibar. The new route will be by the Congo river and German East Africa.

For some time, by building railways connecting the navigable stretches of the Congo, the Belgians have maintained a combined river-steamship and railway service from the mouth of that river into the very heart of Africa, while the Germans from Dar-es-Salaam, on the east coast, have been building a railway inland to Lake Tanganyika.

That lake has also been one of the objectives of the Belgians, and two years ago they began the building of a railway to the lake from the nearest navigable part of the Lunaba, as the Upper Congo is called. When both the Belgian and German railways reach Tanganyika they will be joined by a line of lake steamers, and the rail and steamer service between the Atlantic and Indian Oceans will be complete.

Mail news from the Congo and German East Africa tells of the approaching attainment of Tanganyika by both railways. The German line was opened to Tabora, 520 miles from the coast, nearly a year ago. Last month a further section of 180 miles was opened to traffic, and the final section of 110 miles is expected to be finished by April next. The lake terminus will be at Kigoma, a little south of Ujiji, the town famous as the meeting-place of Stanley and Livingston.

The Belgian Tanganyika railway starts from Kabola, and its lake terminus will be at Lukuga, a newly-created port. At the beginning of last month the rails had been laid up to the one hundred and second mile and the earthworks completed for another thirty miles. The last section will involve some arduous work, as a rapid descent has to be made from high land to the level of the lake, but it is confidently expected that the line will reach the lake before the German.

From Lukuga, on the west coast of Tanganyika, to Kigoma, on the east coast, is about eighty miles, so that by what may be called the Tanganyika route the distance from sea to sea across Africa will be about 3,200 miles. The journey will have to be taken in nine stages, five by railway and four by steamer, and will occupy about 16 days.

It is scarcely necessary to add that these services have not been opened with the idea of fostering through traffic, but to serve local needs. But just as the Nile route and the Uganda railway have attracted tourists in considerable numbers, so should this east and west route across the continent. The traveller with the time and the money would find the journey well worth taking, for it opens up the finest river, lake, forest and park scenery of Central Africa, as well as affording an opportunity for a study of many diverse tribes in various stages of savagery and civilisation.

NEW SHANGHAI-DAIREN LINER.

The ever-increasing stream of passengers who prefer the overland route between the Far East and Europe, via Siberia, to the ocean route, via Suva, will be glad to hear that, thanks to the well-known go-ahead spirit and enterprise of the South Manchuria Railway Company in catering for the convenience and comfort of the travelling public, they are now able to travel between Shanghai and Dairen in a fine new steamer specially built for that Company's Shanghai-Dairen Direct Mail Steamer Service. The new steamer, named the *Sakaki Maru*, was built at Kobe by the Kawasaki Dockyard Company, and was launched on March 23rd of this year. She started her regular service on Thursday, the 14th instant. She has been scheduled to take the place of the *Saikio Maru*, which ship has been transferred to the Nippon Yusen Kaisha. The *Sakaki Maru* will leave Shanghai every Monday, and Dairen every Thursday. Homeward passengers booked for the Wagon Lits will travel by her. The new steamer is equipped with wireless telegraphy and carries a doctor on board. She has a gross tonnage of 3,376 tons, is fitted with the Curtis turbine engine, and can develop a speed of over 19 knots per hour. She has accommodation for 63 first-class, 20 second-class, and 164 third-class passengers. The first-class accommodation comprises 13 ordinary cabins, containing 30 berths and 13 sofas; three family rooms, containing 12 berths and 3 sofas; and four special rooms, containing one double bed and one sofa. The second-class accommodation consists of four ordinary cabins, containing 16 berths and four sofas; and the third-class comprises 164 bunks. Her length is 396 feet; breadth, 45 feet; and depth, 23 feet.

In connection with this development of the Shanghai-Dairen service, it is interesting to learn that the South Manchuria Railway Company will shortly attach second-class sleeping cars to all its express trains. Hitherto, travellers between the Far East and Europe by the Trans-Siberian route have had to travel first-class over the S.M.R. Co.'s section, and this new feature will render what is admitted to be one of the best railway services in the world even more popular.

Both steamer and train times of the South Manchuria Railway Company remain unaltered.

ARMED ROBBERIES AT SHANGHAI.

CAPITAL PUNISHMENT RECOMMENDED.

The *N.C. Daily News*, of Tuesday last, says:—

There was a somewhat peculiar ending to a case in the Mixed Court yesterday in which a member of the "Dare to Die" corps was convicted for complicity in an armed robbery. After all the evidence had been adduced Mr. P. Grant Jones, British Assessor, who was accompanied by Magistrate Kuan, stated that he would recommend that the accused be beheaded.

The prisoner was Zung Yau-ding, aged 39, described as a soldier, and he was charged with being concerned together with others not in custody in burglariously breaking into and entering a dwelling-house in the country off Kiaochow Road and stealing therefrom \$40, a gold hair pin, a silver hair pin and twenty-one articles of clothing, between 3 and 4 a.m. on August 17th; further, with being a member of a gang of armed robbers and of a menace to the peace and good order of the Settlement. A third indictment charged him with being concerned with others not in custody in making an armed attack on a dwelling house in the country off Kiaochow Road between 2 and 3 a.m. on August 15th and stealing therefrom money and clothing to the value of \$30.

Det-Sergt. Peck stated that the robberies occurred about 100 yards outside the Settlement limits. The people in the village made the usual noise and the robbers ran off. Sikh P.C. 199 arrested the accused as he was running into the Settlement. The complainants recognized the accused as one of the men who participated in the robbery.

Sikh P.C. 199 and 248 stated that they saw the accused running into the Settlement from the district in question and they arrested him.

The first complainant in his evidence said that the accused and seven other men entered his house and tied up him and his wife and family.

Other evidence of identification having been given the accused denied the charges, and said that he was a member of the Dare-to-Die Corps. When he was arrested it was a mistake, as he was only running to the camp for his wages.

Addressing the accused, Mr. Jones said that he had power to send him to prison for several years, but he would communicate with Admiral Sal and ask him to behead the prisoner.

DARE-TO-DIE REHEARDED.

A later issue of our contemporary says:—

Numerous cases of assault, and not a few petty thefts, continue to be reported in the countryside occupied by the "Dare-to-Die" gang. The leader has apparently recognized the necessity for taking measures to keep his men under control. There were three executions at the Fahwah village camp yesterday, and a minor degree of punishment, that of slicing of the ears, has been adopted in several cases.

GREAT BRITAIN AND TIBET.

IMPORTANT DISCUSSION IN THE LORDS.

In the House of Lords on July 28th, Earl Curzon of Kedleston rose to call attention to the position of affairs in Persia and Tibet, to ask for information, and to move for papers. In the course of his remarks he said:—

With regard to Tibet the appeal for papers is still stronger, as I believe I am right in saying that we have not had any papers on Tibet since 1910. Your Lordships will remember that the arrangement concluded by His Majesty's Government, both in China and Russia, on the subject of Tibet involved the recognition of the suzerainty of China over that country. I have no doubt that when His Majesty's Government took that step they thought that Chinese suzerainty in the future would be the same vague and impalpable thing which it had been in the past. They did not foresee the consequences of their act, which showed a want of prevision on their part.

SUZERAINTY AND SOVEREIGNTY.

The Chinese had very definite ideas on the subject, and believed that they were bound to convert suzerainty into sovereignty, and they despatched the Dalai Lama to leave the country, and treated it as a province. For a time His Majesty's Government appear to have treated these proceedings with equanimity, and the noble Viscount talked about the inadvisability of interfering with Tibet at all, and from his point of view I imagine that His Majesty's Government thought it had better acquiesce in these troubles rather than take any step. Anyway, the change came from a very unexpected quarter.

When the revolution broke out in China, the Chinese troops in Lhasa, who were revolutionary in spirit, rebelled and killed their officers, and forced the local Chinese Governor to abdicate. Then the Dalai Lama returned to the country and made a sort of temporary arrangement. The next step also came from China. The Chinese Republic, in order to turn attention from home affairs, seemed to think it politic to indulge in an attitude of aggression abroad, and consequently launched another expedition against Tibet with some vigour. Here again, in the absence of Blue Books, I am dependent on what appears in the Press; but I have seen it stated that in August last year our Minister, Sir John Jordan, in Peking addressed a formal Note to the Chinese Government, in which the Government said that they could not acquiesce in the definite incorporation of Tibet in China, and further expeditious to that country, and that their recognition of the Chinese Republic must be withheld until they have received satisfaction on these points.

PROPOSED NEW AGREEMENT.

To that Note the Chinese Government is alleged to have replied in December, 1912, and the terms of that reply are said to be that they defended their action and declined to see that there was any occasion for a new agreement. If these communications have passed we may reasonably ask to be allowed to see those documents and to be acquainted with what has been passing with regard to this very important matter. What is the present position at Lhasa? Is the Dalai Lama in power at Lhasa? Is the Chinese Resident there? Are there any Chinese soldiers there? Is the Chinese suzerainty in existence in any form, and is there to be a conference or discussion between the British and Chinese representatives on the matter? I think those are fair questions to put, because it will be remembered that at the time of the Chinese revolution Mongolia proclaimed her independence, and Russia took advantage of that movement to make a treaty with Mongolia and claim a protectorate over her.

MONGOLIA AND TIBET.

At the same time negotiations are said to have been going on between Mongolia and Tibet, which are said to have terminated on January 13th. The question I desire to ask with regard to this arises out of a statement in the *York Evening News*, the effect that the Russian influence might now be established; that Mongolia and Tibet having become one, Russia might extend her area of influence. In that statement, which may be true or entirely untrue, there is a definite assertion that a treaty was made between Tibet and Mongolia, and the inference is drawn from it that by virtue of this treaty Russia will be drawn to extend her influence over Tibet. Let me say frankly, I do not believe it. I do not believe that Russia would be a party to any arrangement of that description, which would be so inconsistent with the terms to which she has set her hand about Tibet under the Anglo-Russian Convention.

My reason for putting the question is to give the noble Viscount the opportunity of a denial. My object in these remarks has been to place before your Lordships the facts of the case involving British relations of a most important character over a large portion of the Asiatic Continent, to invite information or an expression of opinion on many of these points from His Majesty's Government, to ask them over all this great area, and more particularly in regard to Persia, to recognize facts as they are, and instead of expecting that facts will be modified to suit their policy, to adjust their policy so as to meet the facts.

LORD MORLEY'S STATEMENT.

Viscount Morley: Early in 1912 there was a definite forward movement of the Chinese towards Tibet. The Tibetans resisted, and for a time there was fighting and universal turmoil and disorder. The Chinese and the Tibetans made an appeal to the Government of India to mediate. The Government of India refused these appeals on the ground that we were pledged to neutrality. Later on the Chinese proceeded further to advance into what was indisputably Tibetan territory. There was a failure to achieve success on either side, and the result was a deadlock. On April 12 of last year the President of the new Chinese Republic issued an order to his officers in Tibet saying that Tibet came within the sphere of Chinese internal administration, and that Tibet was to be regarded as an equal footing with other provinces of

China. This was boldly to say that Tibet was a Chinese province. A very vigorous protest was made at Peking against this, and on the 30th of last month the Chinese Government revoked this rather preposterous order, and issued a proclamation to the Generalissimo in the neighbourhood of Yunnan, and it has been agreed with the British Government to appoint negotiators for the settlement of Tibetan affairs, and all troops stationed along the frontier must strictly adhere to their present positions, and not advance pending a definite decision. We demurred to the proceedings of the last two years on the part of the Chinese Government, and we specially demurred to the order which has now been withdrawn.

THE PENDING CONFERENCE.

The House will be glad to know that there is going to be a conference under our auspices. The Chinese Government have accepted the principle that China is to have no right of active intervention in the internal administration of Tibet. Many points, however, are still open. The last thing His Majesty's Government desire is to intervene in the internal affairs of Tibet. Our political interest in that quarter is confined to the maintenance of friendly relations in the neighbourhood of State, and peace and security along the Indian frontier from Cashmere to Burma. In this conference China and Tibet will be the protagonists. We shall be the honest broker, but an honest broker with these interests will keep his eye open. It will, in fact, be a tripartite conference, and we shall be parties both to the negotiations as they proceed and to the convention, which we hope will be the result. The Russian Government have been fully apprised of our actions and intentions in all these transactions, and have received them with entire approval. We hope the conference will meet at Simla in about three weeks' time.

DORJEFF'S JOURNEY.

The Marquess of Crewe said that as to the strange figure Dorjeff and the rumours as to an arrangement between Mongolia and Tibet, the story was that Dorjeff was sent on a mission from the Dalai Lama to St. Petersburg, that he went by way of Mongolia, and there entered into an arrangement on behalf of the Dalai Lama by which each of the two countries recognized the independence. What Dorjeff actually did His Majesty's Government were not in a position to say, but they were categorically informed that he had no kind of commission from the Dalai Lama, and no commission to conduct a mission or enter into any kind of agreement with Mongolia. The debate then ended.

A Renter's telegram from Simla states that it is announced that the conference will be attended by Sir Henry McMahon, Foreign Secretary to the Government of India; Mr. Jvan Chen, representing China and Mr. Long Chen Shatra, Prime Minister to the Dalai Lama. Mr. Bell, political officer in Sikkim, will assist Sir Henry McMahon. It is understood that all questions under dispute will be discussed thoroughly at the conference.

DR. NITOME ON THE PHILIPPINE ISLANDS.

Dr. Nitome has returned to Japan after a visit to the Philippines. Interviewed by Press representatives, the Doctor stated that he had been to the islands in order to investigate the American industrial policy there, but was unable to make a satisfactory inspection on account of the advent of the rainy season in the northern part of the islands.

In the Philippines the American Government is devoting some efforts to the improvement of the roads, but affords no special protection or encouragement to industry. In regard to agricultural enterprise, for instance, there is a wide field, but owing to the scarcity of capital and labour the land under cultivation now covers hardly ten per cent. of the whole area. As for immigration, the entrance of Chinese settlers is entirely forbidden in order to protect the interests of the natives. Japanese immigrants also are not welcomed. For the cultivation of the fields, machines are scarcely utilized, while a limit is placed on the ownership of land, the maximum being fixed at 1,024 *chobu* (one *chobu*—2½ acres) in the case of a company, and 4 *chobu* for each individual. In short, owing to the Home Government's policy of non-interference, agricultural enterprise in the islands is conducted on a very small scale.

So far as education is concerned, it appears that the American authorities are prepared to grant independence to the islands in course of time, as in their text books the children are being taught to respect the rights and interests of others so as to inspire them with the spirit of independence.

The revenue of the islands aggregates three million dollars, of which some twenty-five thousand dollars are annually devoted to military purposes. The revenue, however, chiefly consists of Customs duties and poll taxes, and to effect the independence of the islands will be attended with no small amount of difficulty.

The Makafu tribe on the western coast of the islands is traditionally believed to be descended from the Japanese Christians at Shimabara in Kyushu, who were exiled in the 17th century. The story may or may not be true, but it is a fact that they are a brave and spirited people, and in many other respects bear a striking resemblance to the Japanese people.

In the Manila Library, to my great interest, I found a Japanese-Spanish Dictionary published in 1612. In the Library I also found a copy of the report made in 1592 by a Spanish priest to his Home Government to the effect that the Japanese had a very formidable people and that the Shogun Toyotomi Hideyoshi had invaded the Philippines upon his subjugation of Korea. There were many other works bespeaking the close connection of Japan with the islands. These works may find great interest in pursuing works concerning such matters.

THE ROYAL BETROTHAL.

THE DUCHESS OF FIFE.

The Duchess of Fife (Princess Alexandra), who has become betrothed to Prince Arthur of Connaught, is the daughter of the late Duke of Fife and the King's sister, the Princess Royal, and was born on May 17th, 1881. Seven years ago King Edward conferred the rank of Princess on her and on her sister, thus bringing them within the provisions of the Royal Marriage Act and rendering them eligible as wives of English or European royalty.

Princess Alexandra became the Duchess of Fife on the lamented death of her father in January of last year, the Dukedom carrying a special remainder in her favour. The Duke's death, it will be remembered, followed closely on the week of the P. & O. liner *Della* near Tangier on December 13th, 1911, in which the Duke and Duchess and their two daughters suffered great hardships. The boat in which they were being taken to the shore was sunk by great waves breaking over her and the royal party were thrown into the surf. Princess Alexandra disappeared for a moment under the sea, but thanks to their lifebelts the whole party were able to float to the shore, though terribly buffeted by the waves.

The Duchess and her sister, Princess Maud of Fife, have been most carefully brought up. Both possess quiet, shy manners, and are always simply but well dressed. The late Duke of Fife, during the last two or three years of his life, frequently chaperoned his daughters, but they have not been seen very much in the social world, though on two occasions this season they have accompanied their mother to dances, one given by Lady Salisbury and the other by Lady Hillingdon.

The Duchess is devoted to Scotland and has spent a good deal of her time at Mar Lodge, Braemar. She is a very skillful angler, and can drive a pair of horses as well as any man. During the autumn she and her sister are frequently to be seen in the vicinity of Mar Lodge driving a mail phaeton and pair of fine black horses. The Duchess is, like most members of the English Royal Family, very fair, with a slim, graceful figure and a winning smile. She is one of the richest women in England. Her father's estate was provisionally sworn at £1,000,000 on May 29th, 1912.

THE PRINCE.

Prince Arthur of Connaught is the only son of the Duke and Duchess of Connaught. He is thirty years of age, tall, fair, and very good looking and extremely popular not only in society but in the Army, especially with his brother officers in the Scots Greys, who have been quartered at York for the past year or so. He was a great favourite of his late uncle, King Edward, as he is of his cousin, the present King. He has charming manners, and possesses the happy knack of once putting at ease those with whom he is brought into contact.

He rides extremely well and is looked upon in the highest military quarters as a very capable and keen soldier.

As representative of his Sovereign abroad he has been a decided success, and those who have been attached to his suite are full of praise for his tact and discretion. There is no more popular royal guest at a dinner party or ball.

He has been the King's Ambassador to almost every Court of Europe, and it was directly due to the suggestion of his Majesty that the Prince was made the chief of the four "Councillors of State" who were the official head of the Empire during the absence of his Majesty at the Indian Durbar.

Lord Kitchener once remarked of him that it was rather a pity he was born a royal Prince, since that fact would probably prevent him from taking the prominent position in the Army to which his abilities entitled him.

NAVAL VESSELS ON THE YANGTZE.

In the House of Commons on July 28th, in reply to Mr. Gershow Stewart, Mr. Churchill said:—By latest advice there are twelve of His Majesty's ships between Hankow and Shanghai, three at Shanghai itself. Two more large ships are proceeding to Woosung, and two destroyers to Shanghai. There are no gunboats in reserve at Hongkong, but there are torpedo craft which can be employed on river work if necessary. The date for the delivery of the two new river gunboats of the present year's programme is not yet settled, but on present information it is estimated that the vessels will be completed in the early part of 1915.

BRITISH NORTH BORNEO RUBBER TRUST.

The revenue receipts of the British North Borneo Rubber Trust for the 12 months ended June 30th last amounted to \$20,350, and after providing for all expenses there is a balance, including \$2,032 brought forward, of £17,633. The directors have set aside against depreciation the balance of profit realized from sales of investments, £5,947, and have appropriated £2,784 from revenue account for the same purpose. They recommend the distribution of a dividend of 2½ per cent., less tax, leaving £2,229 to be paid forward. Of the amount received in respect of forfeited shares £2,092—the directors have applied £1,092 to the reduction of preliminary expenses and the remaining £1,000 has been added to the reserve account. At the close of the year the quotations of all securities were seriously affected by rumours of war and other causes. At such a time no valuation based upon ruling quotations could give any indication of the true value of a list of securities. The directors, however, made a valuation upon this basis as usual, and it pointed to a depreciation, after allowing for the reserve account and the amount carried forward, of less than 10 per cent. The directors regard this as a temporary depreciation only.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s Piece Goods

Market Report says:—The unexpected surrender of the Woosung Forts to the Government forces has so materially altered the situation for the better in this part of the war area that a much brighter feeling is already apparent in the market, although some little time must necessarily elapse before the feeling of comparative optimism which now prevails can take the form of an actual improvement in business. The moral effect of the surrender, when the news has had time to penetrate through the country, should be an important factor in restoring tranquillity, but this must be to some extent discounted by the escape of the rebel leaders and the bulk of their troops without whose capture or destruction the victories of the loyal troops lose most of their value. The centre of operations is now transferred to Nanking, Chinking and the Pukow country, where the insurgent troops are still active, and it is to be hoped that the loyal armies which are now slowly converging on them will be able to inflict a crushing defeat before long.

Practically no fresh business of any sort has to be recorded, but clearances, though far below normal, have been better than might have been expected on a few days during the week when steamers were clearing for Tsingtau and Northern ports, where conditions are reported to be all in favour of a good business, if it were not for the disorganization of native finances brought on by the fighting in this neighbourhood. Some attempts have been made during the week at resuming auctions on a reduced scale, but they had to be abandoned owing to the apathy of buyers.

A photograph of the presentation portrait of the late Mr. R. C. Antrobus has been presented to the Shanghai Municipal Council by certain former residents. The Council has placed the picture in the Council room.

INTIMATIONS

HAIR CAME OUT IN HANDFULS

Began as Ringworm. Left Bald Patch, then Scaly with Hard Crust-like Substance. Cuticura Soap and Ointment Cured Her.

11, Ford Rd., Gosport, Hants, Eng.—

My little girl's head was bad for nearly two years. It first began as ringworm.

The hair came out in handfuls, leaving a bald patch, and then it became scaly with a hard crust-like substance. It would weep occasionally and be sore. I kept her home from school for a long time. My husband and I were very worried. I tried several remedies without success, but that did not seem to do it much good. I used Cuticura Soap and Ointment then. The first application made it seem as if it was on the way for the better and now it is all right. Cuticura Soap and Ointment cured my child, and her hair is growing. (Signed) Mrs. Selma M. Peters, May 23, 1912.

Cuticura Soap and Cuticura Ointment do so much for poor complainers, red, rough hands, and dry, thin and falling hair, and cost no little, that it is almost criminal not to use them. Sold everywhere. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney; N.S.W.; Lennan Ltd., Cape Town; Muller, Australia & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U.S.A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-22]

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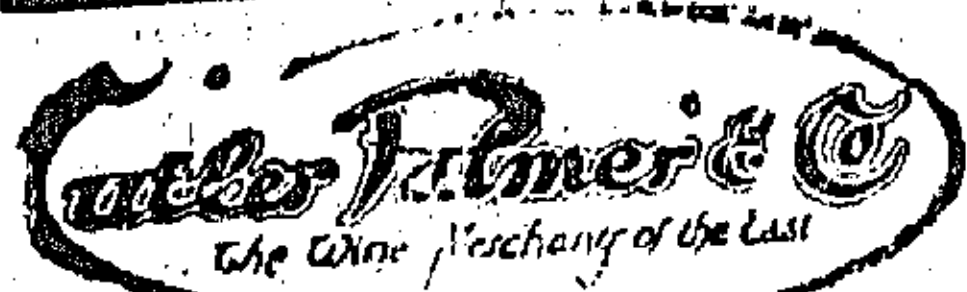
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[41]



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10, D'AGUIAR STREET.
Hongkong, 26th June, 1913.

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"RANFURLY," No. 11, Conduit Road.
GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 8th August, 1913.

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MODERN THREE-ROOMED FLATS
with every convenience, Humphreys Buildings, Cornhill Avenue, Kowloon.
No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, 12th August, 1913.

TO LET

NO. 104A, THE PEAK, GOUGH HILL,
from 15th October, for 6 months (balance of lease) or more. Partly furnished. SIX ROOMS.

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H. W. D. SHALLARD,
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FURNISHED, KELLETT CREST, No. 66, PEAK; early possession.
Furnished for one year from 1st November next, "COOMBE," Magazine Gap, with Tennis Lawn.
"ROGATE," Austin Road, Kowloon, from 1st October.
"HARTING," Austin Road, Kowloon. Immediate possession.

MERION, No. 10, PEAK. Furnished or Unfurnished. 6 ROOMS. Cheap rental.
To Let or For Sale, "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.
For Sale, "LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 25th August, 1913.

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SHOP, No. 12, Queen's Road Central.

NO. 9, MOUNTAIN VIEW, PEAK.
NO. 5, STEWART TERRACE, PEAK.

Apply to—
M. J. D. STEPHENS,
Hongkong, 17th July, 1913.

TO LET

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—
LINSTEAD & DAVIS,
Hongkong, 10th June, 1913.

COASTWISE TRADE.

The Japan Mail in a leading article says:—

The competition in the Indian coastwise trade between the Nippon Yusen Kaisha and the British India Steam Navigation Co. has been the subject of investigation by the Bombay Chamber of Commerce. It appears that the Bombay Manager of the Nippon Yusen Kaisha has been making an explanation on the subject. He stated that the Nippon Yusen Kaisha received from the Government for the maintenance of special lines under mail contracts certain subsidies, but the Calcutta line was not one of these and received no subsidy; that the British India Steam Navigation Co., on the other hand, received a lump sum from the Government of India for the maintenance of coasting services, and that the N.Y.K., having tried to induce the British India Co. to work with them but failed, was now following the current freight rates of that company, which had been first responsible for the cutting of prices. These statements the Bombay Chamber submitted to the Bengal Chamber of Commerce, being apparently unable to refute them itself, and a Committee of the Bengal Chamber has now issued a reply. In its reply the Committee points out that the subsidy paid by the Government to the N.Y.K. represents upwards of 23 per cent. on its paid-up capital, and "it follows, therefore, that even if the steamers work at a considerable loss the subsidy still enables the company to pay a dividend." It may be noted in passing that this does not follow. If all the lines of the company worked at a considerable loss, this loss would have to be made good from the subsidy, out of which the company would accordingly not be able to pay a dividend. However, the point the Bengal Chamber wishes to make is that even if the Calcutta line does not receive a subsidy, the loss incurred on the line is met out of the subsidy paid on other lines, so that while technically the line is unsubsidised, in reality it receives a share. The point seems to us a good one and if the dispute turned on this question of subsidies the N.Y.K. would have no case. It turns on something else, however, which we will discuss presently. In regard to the subsidy paid to the British India Co., this, it appears, is "granted specifically for the provision of regular, frequent and fast sailings on sixteen lines, the trade on which would not, it is admitted, suffice to maintain vessels equal to the postal requirements." The subsidy thus does not appear to differ in purpose from that paid to the N.Y.K. The Chamber adds that the other British companies on the Indian coasting trade are not subsidised by the Government of India at all, but the application of this statement is rather obscure. Does the Chamber think that all Japanese shipping companies are subsidised, or does it mean that if the N.Y.K. has a right to compete with the B.I. Co., it has no right to compete with others on the Indian coasting service? In any case it destroys the value of its statement as to the reason why the B.I. Co. is subsidised, since it appears that other British companies on the coast are able to carry on business without a subsidy. As to the competition in rates, the Bengal Chamber quotes cases where rates lower than those charged by the British company have been introduced by the Japanese company, but as no figures are given, this amounts to a case of hard-swearing on either side. It is noteworthy that the Bengal Chamber only "quotes cases" where lower rates have been charged by the Japanese company, which seems to imply that there has been no wholesale lowering of rates on the part of the latter, which bears out the statement of the Bombay manager of the N.Y.K. But the whole question turns on the point to which the Chamber draws attention in concluding its reply. This is whether British ships being excluded from the Japanese coasting trade, the Japanese shipping companies have any right to participate in the Indian coasting trade. The Chamber remarks that it was assumed in the Bombay Manager's letter that "the N.Y.K. are entitled as of right to participate in the Indian coasting trade, but no explanation was offered as to why, if this is so, the British lines are not similarly entitled to participate in the Japanese coasting trade," and suggests that the attention of the N.Y.K. should be pointedly drawn to the omission and their views on the subject invited. With all due respect to the Bengal Chamber, this seems a silly sort of suggestion to make, since it is a matter of common knowledge that the Japanese municipal law excludes not only British but all foreign vessels from the coasting trade, while the British law has no such provision. To ask why British ships should not participate in Japan's coasting trade if Japanese ships participate in the Indian coasting trade, is as sensible as asking why Britain should not have free entrance for Japanese goods into Japan since Japanese goods have a free entrance into Great Britain. If the reason why Great Britain follows the principle of free trade is because she believes it is for her best interests, then it may be argued that the reason why she admits foreign vessels to her coasting trade is also because she believes it is for her best interests. If Great Britain has a good reason for opening her doors to the free admission of the goods of all nations, it may be equally believed that she has a reason for opening her shores and those of her Crown Colonies to foreign coasting vessels. The reason may not be a sound one; that is another question; but the Bengal Chamber has no right to assume the policy is bad and regard admission to the coasting trade as a favour from which the country can receive no benefit. The case is closely similar to the question of the tariffs raised in connection with the revision of the treaties, when the British Government gave away the whole case for free trade by demanding that, as Japanese goods were admitted to her country duty free, therefore British goods should receive some favourable treatment. The only possible ground for such a claim was that Britain's free trade policy was purely in the interests of other countries,

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that Beecham's Pills will be of great service to you if your stomach is out of order or your liver is sluggish. The conditions of life in these days are so strenuous that nearly everybody is at times, overtaken by various derangements of the digestive organs. Even the strongest and healthiest occasionally require a little corrective medicine. It is worth remembering that thousands of people have proved that

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speedily exert a curative effect upon the disturbed organs and restore them to their normal healthy state. This splendid preparation has a world-wide reputation for relieving the ailments arising from stomach and liver and kidney disorders, such as languor, depression, flatulence, constipation, biliousness, headache, etc. If you have any such symptoms, take Beecham's Pills and depend upon it, they

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something proceeding out of her charitable impulses, instead of the very basis of the country's prosperity. In the same way the Bengal Chamber is attempting to destroy the whole case for a free coasting trade. If it is to the interests of India that her coasting vessels participate in it, then the more foreign vessels participating in it the better, since the object in leaving it free was to induce foreign vessels to participate. What harm has Japan's participation in the Indian coasting trade done to India? It is perhaps hardly to the interests of a Chamber of Commerce, a body engaged in protecting the interests of a section of the community, should stop to ask this question, but it is evidently one on which the whole question of a free coasting trade turns. The N.Y.K. on its own capital, with the assistance of its Government, has been engaged in transporting goods and passengers from one place to another along the Indian coast at low rates. It is acknowledged on both sides that it is doing this at a loss—a loss which does not fall on India but on the Japanese company—that is to say, its shareholders and the Japanese Government. Thus a very large number of persons have been benefited by the action of the N.Y.K., and the only persons who may be presumed to have suffered any loss are the shareholders in the B. I. Co., who constitute a very small part of the population of India and who were perfectly well aware when they entered into business competition. It may be advanced in reply to this that such arguments cannot be used by the N.Y.K. or by the Japanese Government, since the policy of exclusion of foreign shipping is practised in this country. But it is not for Japan to argue on economic principles with another country. No protectionist country would refuse to export its goods to England on the ground that it would be unfair to take advantage of its free-trade policy, and on the same ground no country can be expected to refrain from participating in another country's coasting trade on the ground that a free coasting-trade is an economic heresy. It can simply reproduce the arguments in favour of a free coasting trade and say "as you apparently believe these arguments are sound I can seem reason why I should not participate in what you offer."

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FOR
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CONSUMPTION

THE FORMOSAN CAMPAIGN.
MANY MORE YEARS REQUIRED.
In regard to the subjugation of the Formosan aborigines, for which the police officers and Formosan guards are still making great efforts, Major-General Adachi, Chief of the General Staff of the Formosan Government-General, who has returned to Kobe on his appointment as Commander of the Second Brigade, is credited with the following statement. The plan of the Formosan subjugation was at first laid down so as to be completed in five years at an expenditure of 15,000,000 yen. It is to be greatly regretted, however, that although three years have already elapsed and some 9,000,000 yen has already been spent, even one-tenth of the plan has so far not been

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NOTICES TO CONSIGNEES
"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship
"DEN OF CROMBIE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th Aug. will be subject to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th Aug., at 9.30 A.M. All Claims must reach us before the 4th September, or they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., Agents.
Hongkong, 21st August, 1913.

HAMBURG-AMERIKA LINIE.
NOTICE TO CONSIGNEES.
S.S. "SAXONIA"
FROM PUGET SOUND, PORTLAND AND VANCOUVER VIA JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on SATURDAY, 23rd inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from The Hongkong and Kowloon Wharf and Godown Co., Ltd. No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 30th inst., at 5 P.M., will be subject to rent and landing charges. All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 25th inst., at 10 A.M. All Claims must be filed on or before 30th inst., otherwise they will not be recognized.
HAMBURG-AMERIKA LINIE.
Hongkong Office.
Hongkong, 21st August, 1913.

THE P. & O. S. N. Co.'s Steamer
"KORE."
Arrived Hongkong on 21st August, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 5 days. Goods not cleared within 8 days including late of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 21st August, 1913.

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NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.
PRICE ONE DOLLAR.
Giving all the Important Towns en route from CANTON to WUCHOW.
Hongkong, 5th April, 1913.

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FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 28th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARADIA Capt. S. Barcham	Noon, 30th Aug.	See Special Advertisement
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NANKIN Capt. Owen Jones, R.N.R.	About 3rd Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE (NILE AND YOKOHAMA	Capt. H. Powell	About 4th Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. BEWETT,
Superintendent.

Hongkong, 26th August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO	TEAN	On 26th Aug., 4 P.M.
SHANGHAI	LUCHOW	On 28th Aug., 4 P.M.
Tsingtau, Newchwang & Chinwangtao	ICHANG	On 30th Aug., 4 P.M.
SHANGHAI	LIAN	On 31st Aug., 4 P.M.
WEIHAIWEI & TIENTSIN	HUICHOW	On 1st Sept., 4 P.M.
SHANGHAI	ANHUI	On 4th Sept., 4 P.M.

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N/A.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. Two Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

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(Occupying 9 to 13 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHANG"	Capt. W. C. Passmore	TUESDAY, 26th Aug., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 29th Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 2nd Sept., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 27th Aug., at 11 A.M.
		SUNDAY, 31st Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier). During the Month of August FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th August, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

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STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	30th August	On 19th Sept., 11 A.M.
EASTERN	20th September	On 31st Oct., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or)
UCKERMARK	S.S. UCKERMARK
S.S. SENEGAMBIA	S.S. UCKERMARK
S.S. LIBERIA	S.S. UCKERMARK
S.S. ALBENGA	S.S. UCKERMARK
S.S. SUBDMARK	S.S. UCKERMARK
S.S. SEGOVIA	S.S. UCKERMARK
S.S. ALTMARK	S.S. UCKERMARK

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th August 1913.



TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 12th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th August, at Noon.
(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

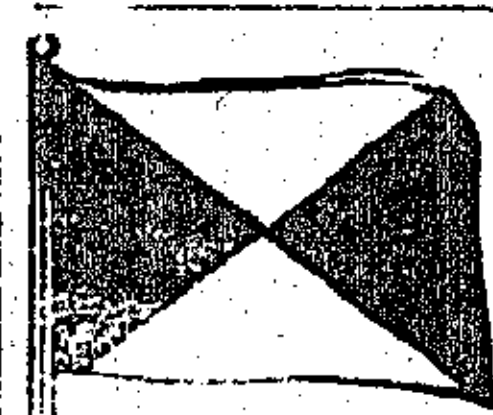
SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MOJIMOTO, AGENT,
King's Building (Opposite Blake Pier).

237

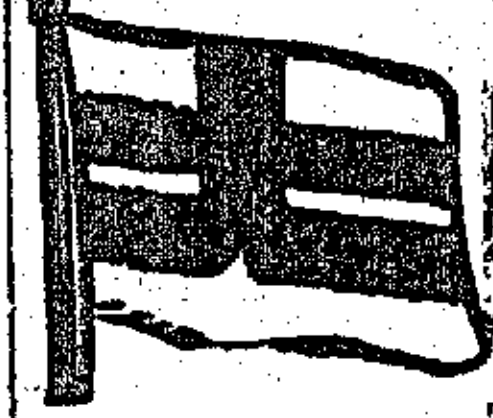


PHILIPPINES S.S. CO.

STEAMER	TONS	CAPTAIN	FOR	SAILING DATA
LUHI	4000	J. Miller	Manila, Magarao, Cebu and Iloilo	On 4th Sept., 4 P.M.
ZAFIRO	4000	P. S. McMurray	Manila, Magarao, Cebu and Iloilo	

Electric Light. Fans in every Cabin. Compensated Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers, Hongkong, 18th August, 1913. PHILIPPINES S.S. Co.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	A. Yamamoto	FRIDAY, 5th Sept., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 2nd Oct., 4 P.M.

FOR MOJI, KOBE AND YOKOHAMA.
"INDO MARU" ... K. Komiya ... SATURDAY, 20th Sept., P.M.
"LUZON MARU" ... T. Yamaguchi ... THURSDAY, 30th Oct., P.M.
"SAIGON MARU" ... T. Yamaguchi ...

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto	TUESDAY, 2nd Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SHOSHU MARU"	T. Fuchigami	SUNDAY, 31st Aug., at Noon.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 29th Aug.

These Steamers of Coast and Formosa Line have excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMAYA,
MANAGER,
Second Floor, No. 1, Queen's Building.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"BUELOW," Capt. C. Nahrath	16,900	Wedday, 3rd Sept., at 10 A.M.
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SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. v. Binner	18,300	About Wedday, 3rd Sept.
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MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Bremer	6,000	Saturday, 6th Sept., at 9 A.M.
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KOBE	"COLENZ," Capt. L. Kluwist	6,750	About Tuesday, 16th Sept.
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JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. Koehler	5,000	Wedday, 27th Aug., at Noon
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All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th August 1913.

AVERAGE MARKET PRICES.

August 22nd, 1913.

The Prices are given in Dollar Cents.

Borneo Meat.

Meat: Beef, Pork, Mutton, Lamb, Chicken, etc.

Rice: 100 lbs. 18.00, 50 lbs. 9.00, 25 lbs. 4.50.

Sugar: 100 lbs. 12.00, 50 lbs. 6.00, 25 lbs. 3.00.

Tea: 100 lbs. 10.00, 50 lbs. 5.00, 25 lbs. 2.50.

Coffee: 100 lbs. 8.00, 50 lbs. 4.00, 25 lbs. 2.00.

Cocoa: 100 lbs. 6.00, 50 lbs. 3.00, 25 lbs. 1.50.

Hides: 100 lbs. 4.00, 50 lbs. 2.00, 25 lbs. 1.00.

Wool: 100 lbs. 3.00, 50 lbs. 1.50, 25 lbs. 0.75.

Tallow: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Fish: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Fruit: 100 lbs. 1.50, 50 lbs. 0.75, 25 lbs. 0.375.

Vegetables: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Spices: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Herbs: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Flowers: 100 lbs. 1.50, 50 lbs. 0.75, 25 lbs. 0.375.

Seeds: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Grains: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Oils: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Fats: 100 lbs. 1.50, 50 lbs. 0.75, 25 lbs. 0.375.

Liquors: 100 lbs. 3.00, 50 lbs. 1.50, 25 lbs. 0.75.

Wines: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Beers: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Soft Drinks: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Minerals: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Miscellaneous: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Total: 100 lbs. 100.00, 50 lbs. 50.00, 25 lbs. 25.00.

Average Market Prices.

August 22nd, 1913.

The Prices are given in Dollar Cents.

Borneo Meat.

Meat: Beef, Pork, Mutton, Lamb, Chicken, etc.

Rice: 100 lbs. 18.00, 50 lbs. 9.00, 25 lbs. 4.50.

Sugar: 100 lbs. 12.00, 50 lbs. 6.00, 25 lbs. 3.00.

Tea: 100 lbs. 10.00, 50 lbs. 5.00, 25 lbs. 2.50.

Coffee: 100 lbs. 8.00, 50 lbs. 4.00, 25 lbs. 2.00.

Cocoa: 100 lbs. 6.00, 50 lbs. 3.00, 25 lbs. 1.50.

Hides: 100 lbs. 4.00, 50 lbs. 2.00, 25 lbs. 1.00.

Wool: 100 lbs. 3.00, 50 lbs. 1.50, 25 lbs. 0.75.

Tallow: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Fish: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Fruit: 100 lbs. 1.50, 50 lbs. 0.75, 25 lbs. 0.375.

Vegetables: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Spices: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Herbs: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Flowers: 100 lbs. 1.50, 50 lbs. 0.75, 25 lbs. 0.375.

Seeds: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Grains: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Oils: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Fats: 100 lbs. 1.50, 50 lbs. 0.75, 25 lbs. 0.375.

Liquors: 100 lbs. 3.00, 50 lbs. 1.50, 25 lbs. 0.75.

Wines: 100 lbs. 2.00, 50 lbs. 1.00, 25 lbs. 0.50.

Beers: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Soft Drinks: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Minerals: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Miscellaneous: 100 lbs. 1.00, 50 lbs. 0.50, 25 lbs. 0.25.

Total:

